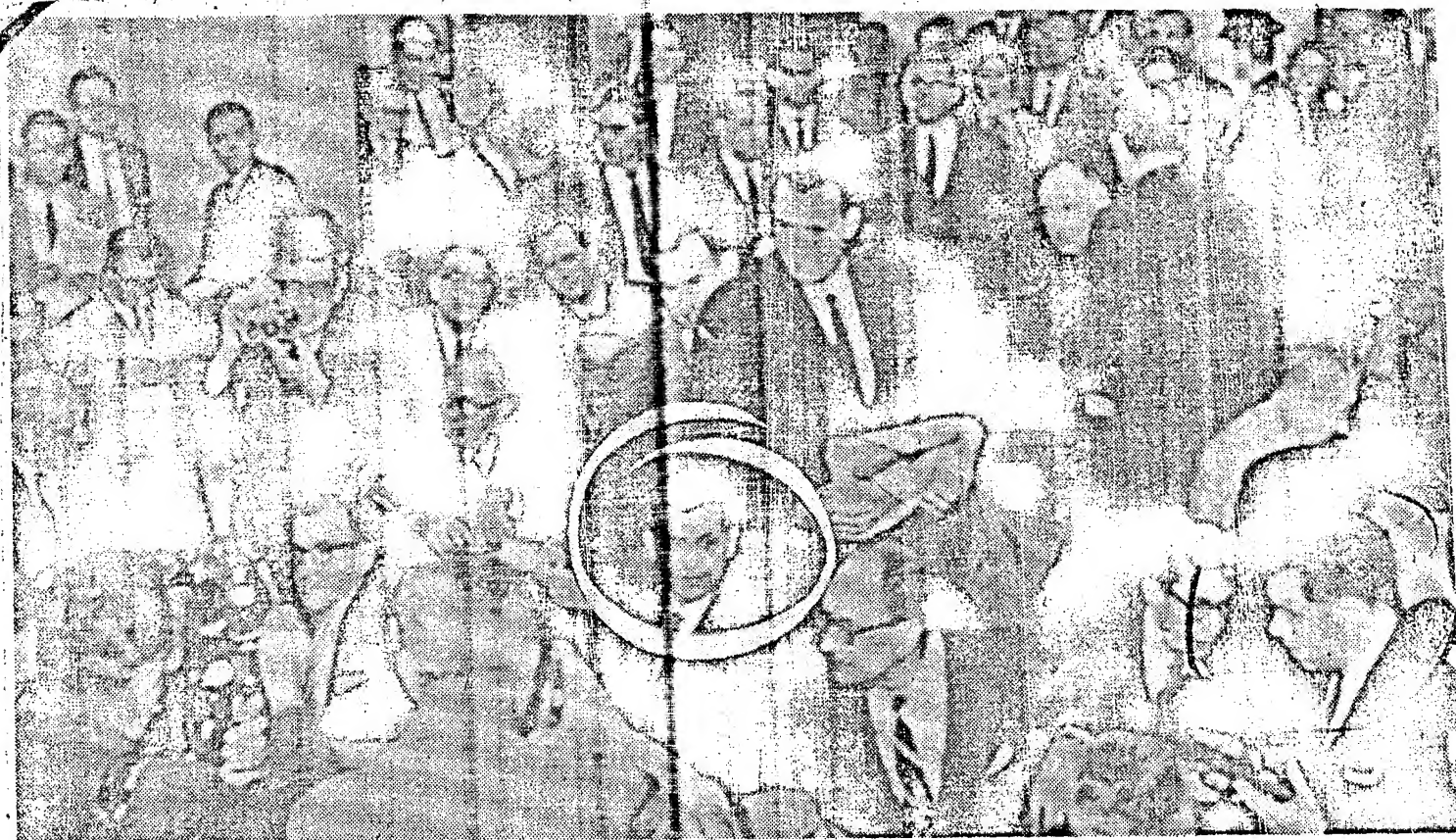


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All Eyes Turn To Powers, Circle, As He Prepares To Testify

Text of C. I. A. Chief's Report on Powers Inquiry and Excerpts From Pilot's Statement

Special to The New York Times.
WASHINGTON, March 6—Following are the text of a summary by John A. McCone, director of the Central Intelligence Agency, of the results of the agency's interrogation of Francis Gary Powers, and excerpts from the statement made today by Mr. Powers at a hearing of the Senate Armed Services Committee:

Statement by C. I. A.

Since his return from imprisonment by Soviet Russia, Francis Gary Powers has undergone a most intensive debriefing by C. I. A. and other intelligence specialists, aeronautical technicians, and other experts concerned with various aspects of his mission and subsequent capture by the Soviets. This was followed by a complete review by a Board of Inquiry presided over by Judge E. Barrett Prettyman to determine if Powers complied with the terms of his employment and his obligations as an American. The board has submitted its report to the Director of Central Intelligence.

Certain basic points should be kept in mind in connection with this case. The pilots involved in the U-2 program were selected on the basis of aviation proficiency, physical stamina, emotional stability, and, of course, personal security. They were not selected or trained as espionage agents, and the whole nature of the mission was far removed from the traditional espionage game. Their job to fly the plane, and it was so demanding a task that on completion of a mission physical fatigue was a hazard on landing.

The pilots' contracts provided that they perform such services as might be required and follow such instructions and briefings in connection therewith as were given to them by their superiors. The guidance was as follows:

"A. If evasion is not feasible and capture appears imminent, pilots should surrender without resistance and adopt a cooperative attitude toward their superiors."

"C. Pilots will be instructed that they are perfectly free to tell the full truth about their mission with the exception of certain specifications of the aircraft. They will be advised to represent themselves as civilians, to admit previous Air Force affiliation, to admit current C. I. A. employment and to make no attempt to deny the nature of their mission."

Cooperation Advised

They were instructed, therefore, to be cooperative with their captors within limitations, to use their own judgment of what they should attempt to withhold, and not to subject themselves to strenuous hostile interrogation.



EYE-WITNESS ACCOUNT: Francis Gary Powers, left, prepares to testify on his U-2 flight of 1960 before a meeting of the Senate Armed Services Committee in Washington.

into violent maneuvers at which point he believes the wings came off.

The hull of the plane then turned completely over and he found himself in an inverted spin with the nose high, revolving around the center of the fuselage so that all he could see through the canopy looking ahead was the sky revolving around the nose of the plane. This motion exerted G (gravity) forces on him which threw him forward and up in the cockpit. At this point he states he could have reached the destruct switches which would have set off an explosive charge in the bottom of the plane. However, he realized that this charge would go off in seventy seconds and he did not yet know if he could leave the plane.

He stated that he tried to draw himself back into the seat to see if he could activate the ejection mechanism, but the G forces prevented him from reverting his position. Being forward and out of the seat, even if he could have used the ejection mechanism, which was below and behind him, it would have seriously injured him if activated.

He recalled that it was possible to open the canopy manually, and shortly thereafter he was able to do so and the canopy disappeared. His last recollection of the altimeter was that he was at

stated belief, therefore, that the information he gave was that which in all probability would be known in any case to his captors.

At his trial he had only the advice of his Russian defense counsel to go by, and he advised that unless Powers pleaded guilty to what the Russians considered a clear violation of domestic law and expressed penitence matters would go hard for him, including a possible death sentence. These actions were consistent with his instructions from C. I. A. After the trial and sentencing, Mr. Powers stated that there was only intermittent interrogation of little importance and that on the whole he was well treated, adequately fed, and given medical attention when required.

All Facts Stated

All the facts concerning Mr. Powers' mission, the descent of his plane, his capture, and his subsequent actions, have been subjected to intensive study. In the first place, Powers was interrogated for many days consecutively by a debriefing team of experienced interrogators, one of whose duties was to evaluate Powers' credibility. They expressed the unanimous view that Powers was truthful in his account. Secondly, an intensive inquiry was made by Government officials into the background, life history, edu-

information on which these stories were based was erroneous or was susceptible of varying interpretations. The board came to the conclusion that it could not accept a doubtful interpretation in this regard which was inconsistent with all the other known facts and consequently rejected these newspaper stories as not founded in fact.

On all the information available, therefore, it is the conclusion of the Board of Inquiry which reviewed Mr. Powers' case and of the Director of Central Intelligence who has carefully studied the board's report and has discussed it with the board, that Mr. Powers lived up to the terms of his employment and instructions in connection with his mission and in his obligations as an American under the circumstances in which he found himself.

Statement by Powers

I was awakened on the morning of May 1, some time

began having a little autopilot trouble. It wasn't very bad at the time so I just disengaged the autopilot, a few minutes later re-engaged it and it worked for about ten minutes and I had the same trouble again.

Autopilot Difficulties

I went through this procedure two or three times and finally decided not to use it any more, and I'd say the last fifteen, twenty or thirty minutes was flown by hand without the autopilot.

Weather in this area was perfectly clear, visibility was excellent. I saw no other condensation trails from other aircraft. I was on very close to course all the way. I got to, I would say, within thirty or forty miles of Sverdlovsk, probably as well as I can remember southeast of the city, made a turn to the left of approximately 90 degrees, rolled out on course, lined up on my next flight line. I was to go over the southern edge of the city, the southwestern edge of the city.

I can remember seeing an airfield there that was not on my map. After making this turn, I had to record the time I reached this particular point, the engine instrument readings, the exhaust gas temperature, the altitude, several other things, I don't remember exactly what they all were, and I was doing this at the time that I heard and felt this explosion.

I was approximately a minute after I had rolled out of this turn. I can't be sure of the times there. It is hard to recall just exactly what sensation I had at this time. I can remember feeling an explosion, but there was no just a slight acceleration of the aircraft was all that I felt in the aircraft itself. I immediately looked out from the instruments and everywhere I looked was orange.

I don't know whether the whole sky was orange or just the reflection of an orange light in the canopy, but I had never seen anything like this before, and I am sure there was an explosion. I feel that the explosion was external to the aircraft and behind me, but I really don't know.

I have never been in an aircraft in which the engine exploded or which has had an explosion on board, so I don't know exactly what that would feel like, but I am sure you could feel that through the controls or through the seat some way, and so I am almost positive it was external to the aircraft.

Right Wing Drops

For a short time there, I don't know how long, time had no meaning at this particular time, I thought every-

A Friendly Hearing

Powers Calm as He Tells His Story At Courteous Prompting of Senators

By WALLACE CARROLL
 Special to The New York Times.

WASHINGTON, March 6—"Impudent and cunning bandit!" There are certain words that are used by the Soviet press had denounced at the time of his capture.

Senator Russell led him gently into his story. "I understand from Senator Byrd that you are a Virginian boy," said the Georgian. "What part of Virginia are you from?"

A few innocent questions like this, and Mr. Powers went into his narrative. For forty minutes, with only two or three promptings, he told of his flight, his capture, his imprisonment and his liberation.

He spoke in the quiet, even monotone of the Southern mountains. He has the dark, almost Mediterranean complexion that one sometimes finds in the caves of the southern Appalachians, and his hands, as he held up a model of the U-2 plane, seemed remarkably fine and well-shaped.

The event never changed even when he spoke of the most trying and controversial moments of the flight—how his legs would have been cut off if he used the ejector seat, how he did the poison needle in his pocket, how he tore up his map as he swung through the air on his parachute.

As he spoke, the questions that had been troubling his countrymen seemed to find reasonable answers. He had tried his best to destroy the plane, the men who sent him on his mission had never suggested that he kill himself except to avoid possible torture. Indeed, they had instructed him to talk freely if captured, preserving only a few technical secrets.

Contrasts With Glenn
 A week ago, Lieut. Col. John H. Glenn had been given a hero's welcome in this same room. Mr. Powers' reception was not exactly that of a hero, but it was a remarkable reversal of roles.

Colonel Glenn has thrown off the sparks of wisdom and even wit. His manner still suggested the boy from a small town. Yet it also suggested that there was an American gifted with his full share of steadiness and presence of mind.

Colonel Glenn went on from Capitol Hill to his ticker tape reception in New York. Tomorrow there will be no ticker tape for Francis Gary Powers, but today at least with his phlegm made their last demands. Southern patrons leading him, he seemed anything but then, it was homely all the way.

chute harness and the helmet of the flying suit. They took away the pistol and a knife that I had on my parachute.

They Try to Convince

These men tried to talk to me and I would just shake my head and indicate that I couldn't understand them.

One of them pointed at me and held up two fingers, and I got the impression that he was asking if there were two of us, and I told him no, just shoot my head no, and pointed to myself and held up one finger telling him that I was alone. And then he pointed up in the air and I looked up and saw what I think was a parachute, but I knew that I had no other parachute on board the aircraft.

I knew that it was no one that I knew, so I wasn't very interested at the time. They didn't pay too much attention to this. They just talked among themselves, one on each side of me caught my arm and led me to this car that I had seen earlier. They put me in the car in the front seat next to the driver and with a man on my right, and there were three, I believe, in the back seat. They had loaded up the parachute, and I think my survival pack, in the trunk of the car.

They started driving through the village. The car was small, and I estimate that it took about thirty minutes to get to this next village, which was a larger place.

They stopped on the side of the street that we approached the village from, got me out of the car, and there was what I took to be a policeman there.

They talked to him and he went through my pockets, not very thoroughly, led me across the street into some sort of an office, and I estimate that I stayed there about two hours. There were both civilian and military there. I don't know whether the military was there when I arrived or not but I know they were there during the time and before I felt. One of the military men tried to speak to me in German, and I told him I didn't understand him. There was no one there that could speak English, so they didn't ask me any questions at the time.

People kept bringing in small pieces of wreckage from the aircraft. I saw several pieces of metal, some of that with English written on it, there was a small roll of film. They had my parachute there, the survival pack. Oh, they searched me here at this building also. They stripped me down to my underwear, went through my pockets, felt along the seams, but they didn't find the needle at this time.

had been severed. The plane nosed sharply over and went

not do so. He states they accepted this position. It is his

medium altitude. On careful analysis, it appears that the

flight. Just about the time that the clouds ended,

me | I could get out before a
I | ating the switches, I tried

lunge and something snarled
and I was floating free

I just shook my head
I helped me remove my

They are regular passengers of the Moscow-Moscow Express.

light to